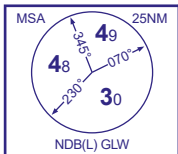
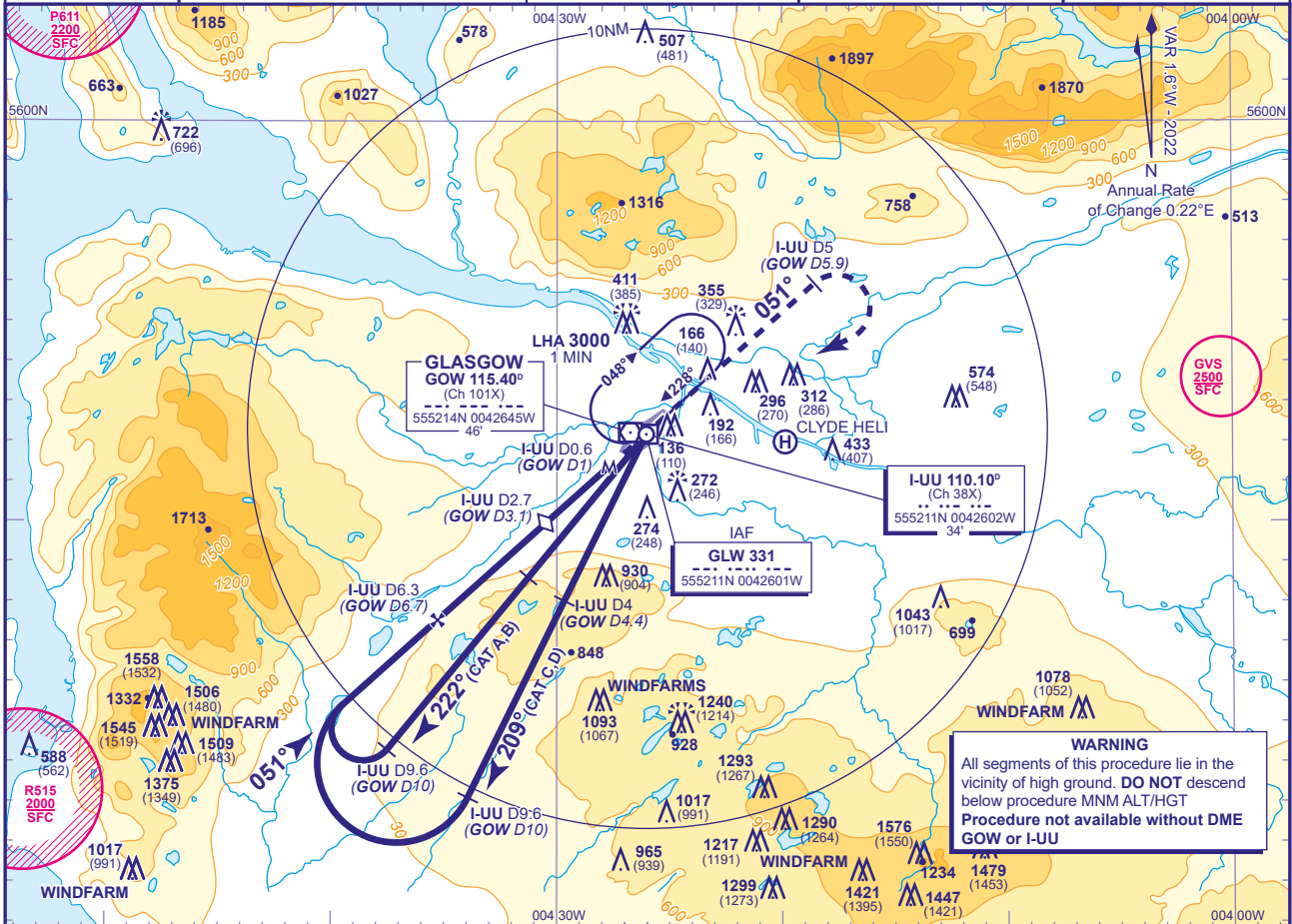


INSTRUMENT APPROACH CHART - ICAO

GLASGOW
NDB(L)/DME
RWY 05
(ACFT CAT A,B,C,D)

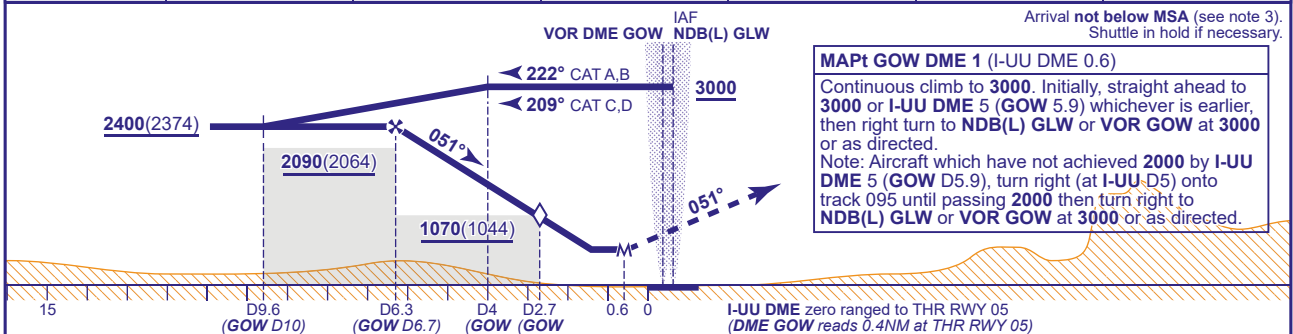
APP	119.100	GLASGOW APPROACH	AD ELEVATION	26
TWR	118.805	GLASGOW TOWER	THR ELEVATION	26
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS	
RAD	119.100, 125.250, 128.755	GLASGOW RADAR	1576 AMSL (1550) (ABOVE THR)	
ATIS	129.575	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE	6000
---------------------	------



RECOMMENDED PROFILE Gradient 6.07%, 369FT/NM

DME I-UU(GOW)	6(6.4)	5(5.4)	4(4.4)	3(3.4)	2.7(3.1) (SDF)	2.0(2.4)
ALT(HGT)	2290(2264)	1920(1894)	1550(1524)	1180(1154)	1070(1044)	810(784)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	540(514)	540(514)	540(514)	540(514)		FT/MIN	980	860	740	610	490
VM(C)OCA (OCH AAL)	Total Area	800(774)	800(774)	1400(1374)	1700(1674)							

- NOTE 1** FAT offset 2.5° north of extended RWY 05 C/L.
2 Aircraft commencing the procedure from the hold will normally do so from **not below 4000**.
3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is **7000**. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (10/24): I-UU DME COORDINATES CORRECTED.